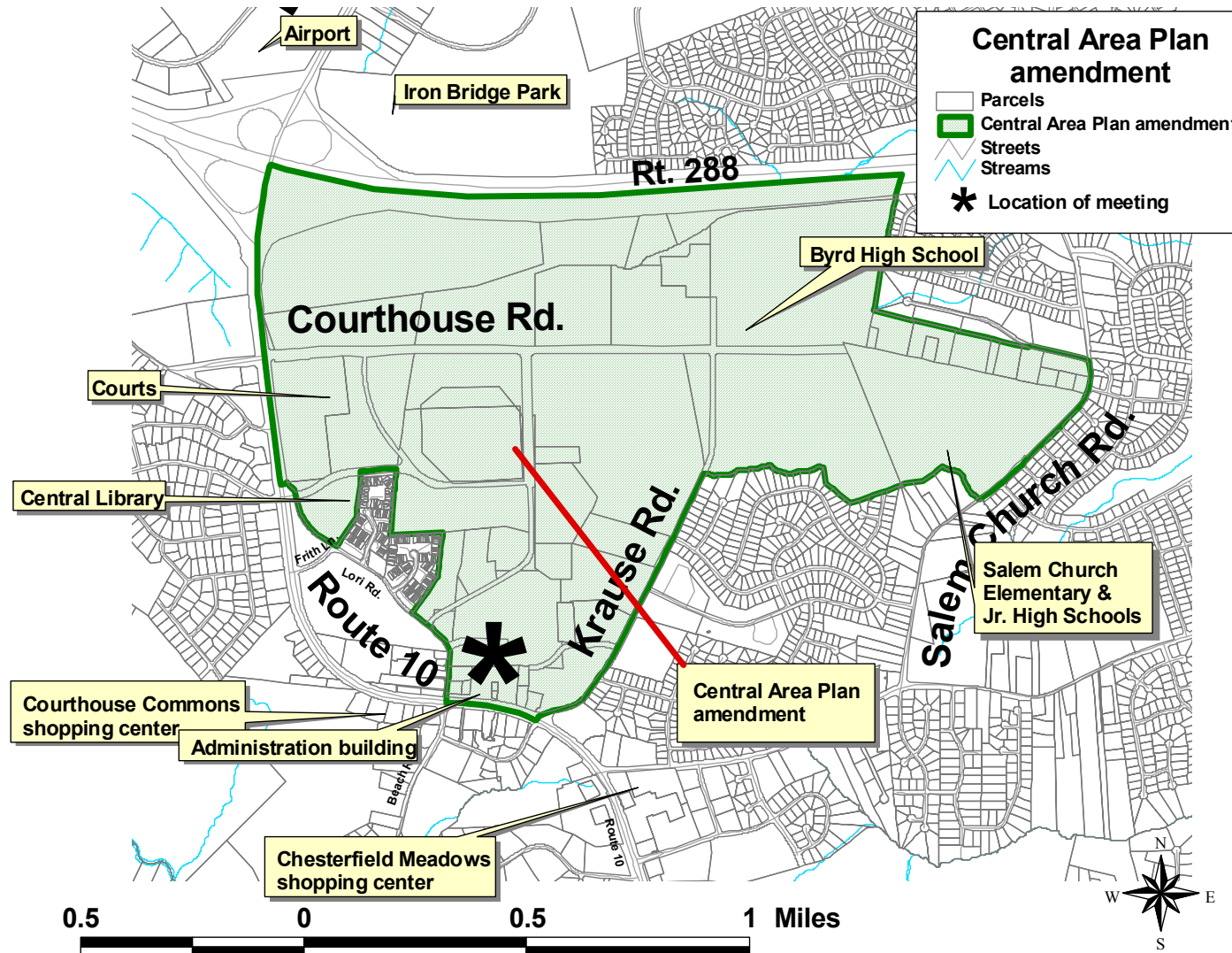
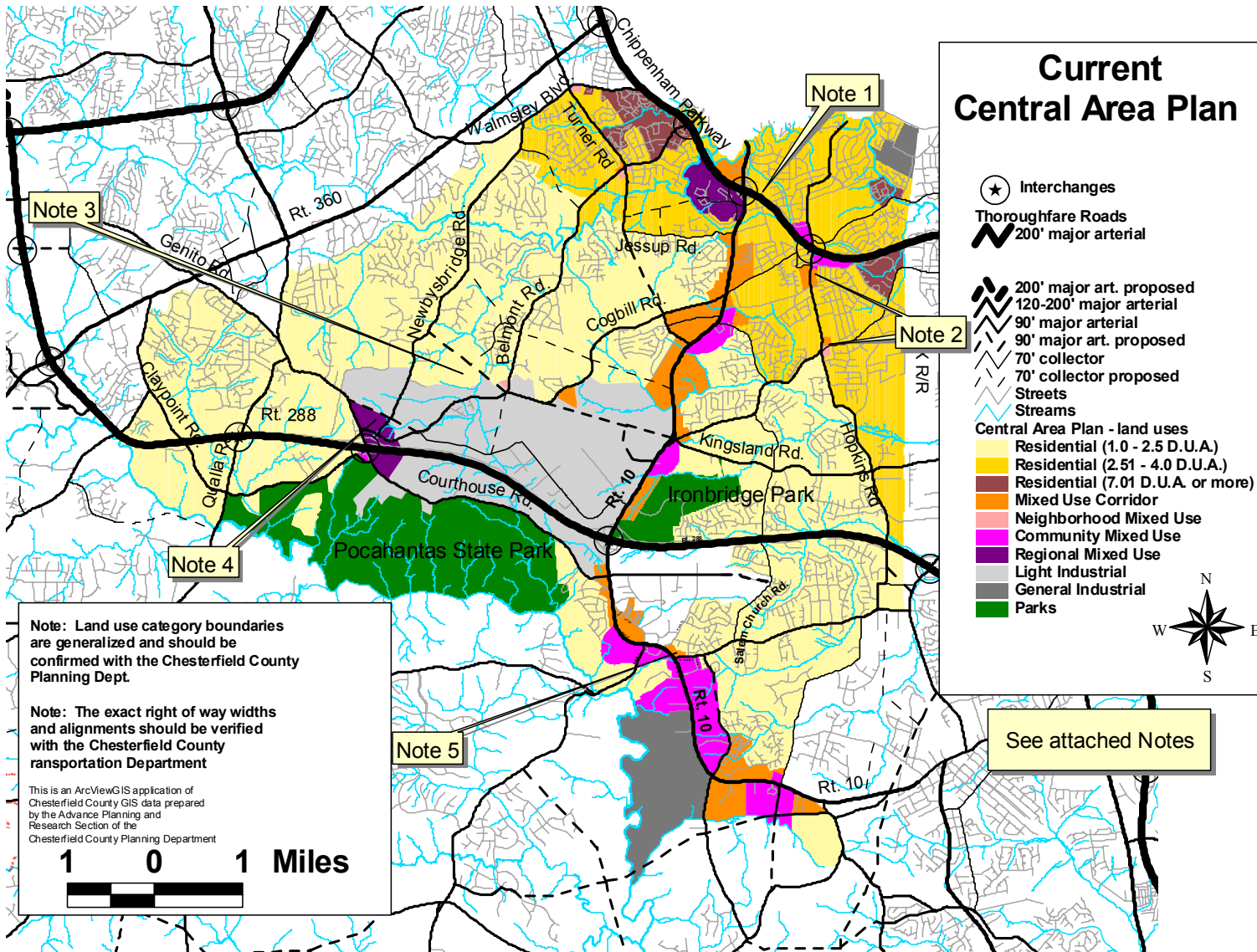
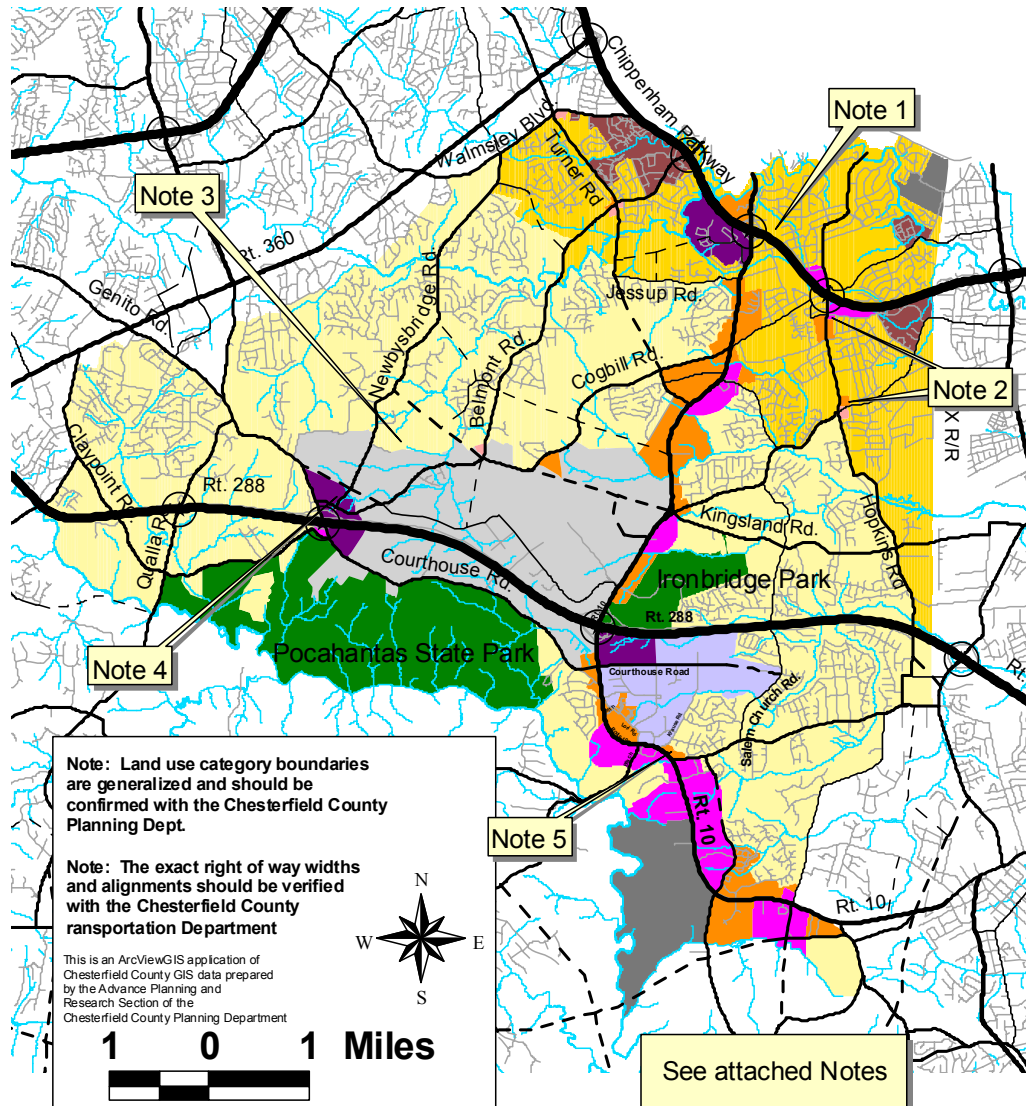


Central Area Plan amendment





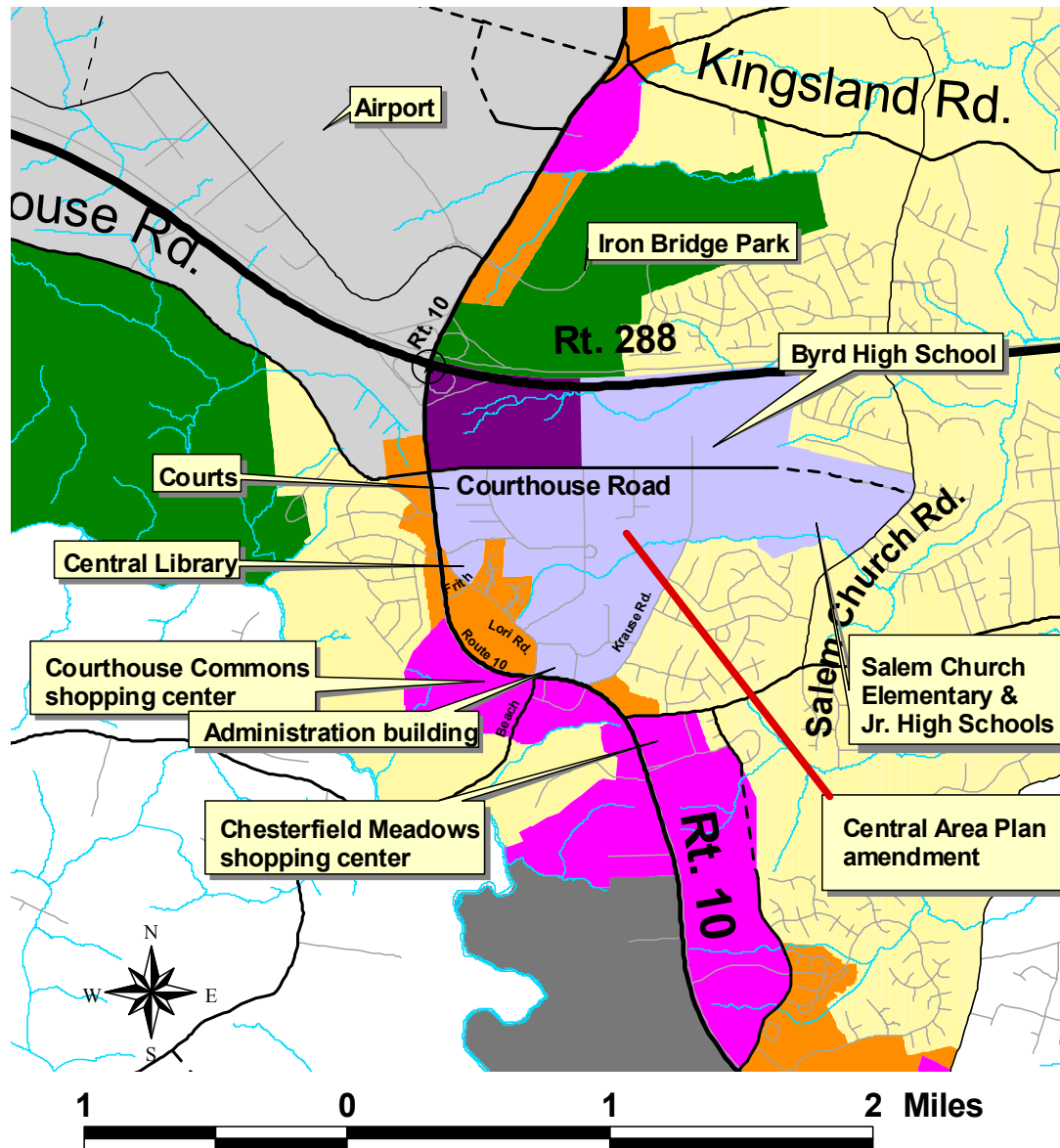


Draft Central Area Plan Amendment

- ★ Interchanges
- Thoroughfare Roads
- 200' major arterial
- 200' major art. proposed
- 120-200' major arterial
- 90' major arterial
- 90' major art. proposed
- 70' collector
- 70' collector proposed
- Streets
- Streams
- Central Area Plan - land uses
 - Residential (1.0 - 2.5 D.U.A.)
 - Residential (2.51 - 4.0 D.U.A.)
 - Residential (7.01 D.U.A. or more)
 - Office **Note A**
 - Mixed Use Corridor
 - Neighborhood Mixed Use
 - Community Mixed Use
 - Regional Mixed Use **Note B**
 - Light Industrial
 - General Industrial
 - Parks

(Note A: Government buildings and other public facilities would be appropriate within the Chesterfield County Government Center geography. Such development should comply with non-residential development standards.

Note B: Within the Regional Mixed Use Area located at the intersection of Rt. 10 and Rt. 288, an exposition building or center, a stadium or an arena would be appropriate due to the proximity of the government center. Such uses should be located towards the eastern edge of the area, away from Rt. 10. Commercial development should be restricted to supporting retail establishments, hotels and restaurants along Rt. 10. Due to the proximity of the airport and associated noise impacts, multi-family uses would not be appropriate.



Draft Central Area Plan Amendment

★ Interchanges

Thoroughfare Roads

200' major arterial

200' major art. proposed

120-200' major arterial

90' major arterial

90' major art. proposed

70' collector

70' collector proposed

Streets

Streams

Central Area Plan - land uses

Residential (1.0 - 2.5 D.U.A.)

Residential (2.51 - 4.0 D.U.A.)

Residential (7.01 D.U.A. or more)

Office Note A

Mixed Use Corridor

Neighborhood Mixed Use

Community Mixed Use

Regional Mixed Use Note B

Light Industrial

General Industrial

Parks

Note A: Government buildings and other public facilities would be appropriate within the Chesterfield County Government Center geography. Such development should comply with non-residential development standards.

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Refer to the Land Use Categories description contained in **Chart 3**.

Sites for Neighborhood Convenience Centers are not shown on this map.

Airport Impact Area: Due to the impact of daily airport operations on residential development, future residential developments in the area most impacted by the Chesterfield County Airport, currently designated on the Zoning Map for Chesterfield County as the outer Airport Height Obstruction limit, should have mechanisms to notify future home owners about the location and effect of the Airport before the purchase of their homes.

- ① With appropriate access, transportation improvements, and transition to the adjacent single family neighborhood, mixed use corridor uses may be appropriate in this location.
- ② Due to the proximity of the two elementary schools and the limited size of the parcels, uses will be limited in the mixed use corridor along Hopkins Road. Office and residential uses only, with no supporting retail uses, are appropriate in this area due to these site limitations.
- ③ Cogbill Road Extended shall not be connected to Newbys Bridge Road, until Newbys Bridge Road is reconstructed as a two (2) lane roadway to VDOT Urban Minor Arterial Standards from Walmsley Boulevard to its intersection with Cogbill Road Extended.
- ④ The development of this regional mixed use node is dependent upon transportation improvements, to include among other things, the east-west arterial as shown on the Thoroughfare Plan.
- ⑤ Certain neighborhood commercial uses may be appropriate at this quadrant with appropriate access, architectural design compatible with the provisions of the Plan and design controls which provide protection of and compatibility with the adjacent residential neighborhood.

Chart 3 LAND USE CATEGORIES

The plan recommends the following land use categories as illustrated on Map F.

NEIGHBORHOOD CONVENIENCE CENTER: (Not shown on Land Use Plan) Neighborhood oriented uses (C-1 and O-1 Districts) such as limited retail, personal services, and offices. Limited retail, personal service, and office centers should be provided within planned residential areas to attract customers from immediate neighborhoods only. Preferably, they should be planned in conjunction with new residential projects. These centers should be sited on one corner of an intersection of two collector streets, or where a collector street intersects with an arterial road.

NEIGHBORHOOD MIXED USE: Neighborhood oriented retail development (C-2 District) including small shopping centers and other commercial and office services.

OFFICE Professional and administrative offices. Supporting retail and service uses would be appropriate when part of a mixed use center of aggregated acreage under a unified plan of development and when located interior to the project, and when the project is located with access to intersecting transportation corridors. (O-2)

MIXED USE CORRIDOR: Residential developments of various densities, as well as professional, business, industrial, and administrative offices with integrated supporting uses. Such uses should extend approximately 1,000 feet from the major arterial road; however, existing natural or built boundaries (such as bodies of water, floodplains, rights-of-way, access locations or utility corridors) are preferable to an arbitrary depth, such as 1,000 feet.

- *Note:* Nursery schools, child or adult day care centers, kindergartens, hospitals, and other places of assembly are not appropriate on Route 10 (Ironbridge Road) between Kingsland Road and Route 288 due to the proximity to the Runway Approach Surface at the Chesterfield County Airport.
- *Note:* Based on findings contained in the *Market Assessment for the Central Area*, new multi-family residential development is generally not appropriate north of Route 288.

COMMUNITY MIXED USE: Community-scale development (C-3 District) including shopping centers, other commercial and office uses, and integrated townhouse or multi-family residential uses.

- *Note:* Based on findings contained in the *Market Assessment for the Central Area*, new multi-family residential development is generally not appropriate north of Route 288.

REGIONAL MIXED USE: A mixture of integrated office, shopping center, light industrial parks, and/or higher density residential uses. Where appropriate, this area could include community scale mixed uses

such as shopping centers, other commercial uses or offices.

- *Note:* Based on findings contained in the *Market Assessment for the Central Area*, new multi-family residential development is generally not appropriate north of Route 288.

LIGHT INDUSTRIAL: Light industrial uses (I-1 District uses and some I-2 District uses) that are dependent upon raw materials first processed elsewhere. Limited retail and service uses that are accessory to industrial uses are also permitted when part of an integrated industrial development.

GENERAL INDUSTRIAL: Industrial uses (I-1 and I-2 District uses and some I-3 District uses may be appropriate if they have the same general character as I-1 and I-2 uses). Limited retail and service uses that are accessory to industrial uses are also permitted when part of an integrated industrial development.

General Notes:

- Within all land use categories, zoning proposals should be analyzed to determine specific impacts of individual projects on existing and future development.
- Transportation impact and required road improvements for specific development proposals should be evaluated through the zoning and plan review processes.
- Appropriate land use transitions should be provided between existing and future residential development and higher intensity uses.
- In some cases, future land use classifications are appropriate if parcels are part of a larger scale development plan that provides for an aggregation of parcels, thereby allowing sufficient land to provide appropriate buffers and land use transitions.
- The rural forested character of Newbys Bridge Road should be preserved. Further, any non-residential uses along Newbys Bridge Road, north of Whitepine Road Extended, should be oriented toward the interior of projects having an internal road network.
- Light industrial uses adjacent to existing or future residential areas should be designed in a campus style setting to be achieved through preservation of forested character, landscaping and buildings with architectural styles and materials of the quality found in office/industrial parks such as Moorefield or the Arboretum.